



APPLICATION FOR FINANCIAL ASSISTANCE

Revised 7/93

CT 79C

IMPORTANT: Applicant should consult the "Instructions for Completion of Project Application" for assistance in the proper completion of this form.

SUBDIVISION: VILLAGE OF AMBERLEY VILLAGE CODE # 061-01672

DISTRICT NUMBER: 2 COUNTY: HAMILTON DATE 09/14/98

CONTACT: Bernard Boraten PHONE # (513) 531-8675

(THE PROJECT CONTACT PERSON SHOULD BE THE INDIVIDUAL WHO WILL BE AVAILABLE ON A DAY-TO-DAY BASIS DURING THE APPLICATION REVIEW AND SELECTION PROCESS AND WHO CAN BEST ANSWER OR COORDINATE THE RESPONSE TO QUESTIONS.)

PROJECT NAME: SECTION ROAD CULVERT IMPROVEMENTS

SUBDIVISION TYPE

(Check Only 1)

- ☐ 1. County
☐ 2. City
☐ 3. Township
☒ 4. Village
☐ 5. Water/Sanitary District
(Section 6119 O.R.C.)

FUNDING TYPE REQUESTED

(Check All Requested & Enter Amount)

- ☒ 1. Grant \$ 69,344.00
☐ 2. Loan \$ _____
☐ 3. Loan Assistance \$ _____
MBE SET-ASIDE OFFERED
Construction \$ _____
Procurement \$ _____

PROJECT TYPE

(Check Largest Component)

- ☐ 1. Road
☒ 2. Bridge/Culvert
☐ 3. Water Supply
☐ 4. Wastewater
☐ 5. Solid Waste
☐ 6. Stormwater

TOTAL PROJECT COST: \$ 86,680.00 FUNDING REQUESTED: \$ 69,344.00

DISTRICT RECOMMENDATION

To be completed by the District Committee ONLY

GRANT: \$ 69,344.00

LOAN ASSISTANCE: \$ _____

LOAN: \$ _____

% _____ TERM: _____ Yrs. (Attach Loan Supplement)

(Check Only 1)

- ☐ State Capital Improvement Program
☐ Local Transportation Improvements Program
☒ Small Government Program

DISTRICT MBE SET-ASIDE:

Construction \$ _____
Procurement \$ _____

FOR OPWC USE ONLY

PROJECT NUMBER: C _____ / C _____

APPROVED FUNDING: \$ _____

Local Participation _____ %

Loan Interest Rate: _____ %

OPWC Participation _____ %

Loan Term: _____ Years

Project Release Date: _____

Maturity Date: _____

OPWC Approval: _____

Date Approved: _____

1.0 PROJECT FINANCIAL INFORMATION

1.1 PROJECT ESTIMATED COSTS:

(ROUND TO NEAREST DOLLAR)

- a) Project Engineering Costs:
- 1. Preliminary Engineering \$.00
 - 2. Final Design \$.00
 - 3. Other Engineer's Services * \$.00
 - Supervision \$.00
 - Miscellaneous \$.00
- b) Acquisition Expenses:
- 1. Land \$.00
 - 2. Right-of-Way \$.00
- c) Construction Costs: \$ 78,800.00
- d) Equipment Purchased Directly: \$.00
- e) Other Direct Expenses: \$.00
- f) Contingencies: \$ 7,880.00
- g) **TOTAL ESTIMATED COSTS:** \$ 86,680.00

MBE \$	FORCE ACCOUNT \$
<u> </u>	<u> </u>
<u> </u>	<u> </u>
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1.2 PROJECT FINANCIAL RESOURCES:

(ROUND TO NEAREST DOLLAR AND PERCENT)

- | | | % |
|---|---------------------------|-----------------------------|
| a) Local In-Kind Contributions | \$ <u> .00</u> | <u> </u> |
| b) Local Public Revenues | \$ <u> .00</u> | <u> </u> |
| c) Local Private Revenues | \$ <u> .00</u> | <u> </u> |
| d) Other Public Revenues | | |
| 1. ODOT PID # <u> </u> | \$ <u> .00</u> | <u> </u> |
| 2. EPA / OWDA | \$ <u> .00</u> | <u> </u> |
| 3. OTHER / MRF (1999) | \$ <u> 17,336.00</u> | <u> 20</u> |
| SUB-TOTAL LOCAL RESOURCES: | \$ <u> 17,336.00</u> | <u> 20</u> |
| e) OPWC Funds | | |
| 1. Grant | \$ <u> 69,344.00</u> | <u> 80</u> |
| 2. Loan | \$ <u> .00</u> | <u> </u> |
| 3. Loan Assistance | \$ <u> .00</u> | <u> </u> |
| SUB-TOTAL OPWC RESOURCES: | \$ <u> 69,344.00</u> | <u> 80</u> |
| f) TOTAL FINANCIAL RESOURCES: | \$ <u> 86,680.00</u> | <u> 100 %</u> |

* Other Engineer's Services must be outlined in detail on the required certified engineer's estimate.

1.3 AVAILABILITY OF LOCAL FUNDS:

Attach a summary from the Chief Financial Officer listed in Section 5.2, listing all local share funds budgeted for the project and the date they are anticipated to be available.

2.0 PROJECT INFORMATION

IMPORTANT: If project is multi-jurisdictional, information must be consolidated in this section.

2.1 PROJECT NAME: SECTION ROAD CULVERT IMPROVEMENTS

2.2 BRIEF PROJECT DESCRIPTION - (Sections a through d):

a. SPECIFIC LOCATION:

Culvert on Section Road at Knoll Road (See attached vicinity map) Hamilton County, Ohio

PROJECT ZIP CODE: 45237

b. PROJECT COMPONENTS:

Replace failed, non-functioning and deteriorated storm sewer system. Install new guardrail and overlay pavement area over the culvert.

c. PHYSICAL DIMENSIONS / CHARACTERISTICS:

The existing 24" diameter clay and concrete pipe is 110'± long with stone headwalls at both the inlet and outlet ends.

d. DESIGN SERVICE CAPACITY:

IMPORTANT: Detail shall be included regarding current service capacity vs. proposed service level. If road or bridge project, include ADT. If water or wastewater project, include both current residential rates based on monthly usage of 7,756 gallons per household. Attach current rate ordinance.

The existing roadway dimensions will not be altered by this project. The total daily traffic as of a 1995 count was 9,400. The roadway currently has adequate lane capacity. The new pipe will be a 36" diameter concrete pipe with concrete headwalls at both the inlet and outlet ends.

2.3 USEFUL LIFE / COST ESTIMATE: Project Useful Life; 50 Years - Storm Sewer

Attach Registered Professional Engineer's statement, with original seal and signature, certifying the project's useful life indicated above and estimated cost.

3.0 REPAIR / REPLACEMENT or NEW / EXPANSION:

TOTAL PORTION OF PROJECT REPAIR / REPLACEMENT	<u>\$86.680.00</u>	<u>100</u>	<u>%</u>
State Funds Requested for Repair and Replacement	<u>\$69.344.00</u>	<u>80</u>	<u>%</u>

TOTAL PORTION OF PROJECT NEW / EXPANSION	<u>\$ N/A</u>	<u></u>	<u>%</u>
State Funds Requested for New and Expansion	<u>\$</u>	<u></u>	<u>%</u>

(SCIP Project Grant Funding for New and Expansion cannot exceed 50% of the total Project Costs.)

4.0 PROJECT SCHEDULE: *

	BEGIN DATE	END DATE
4.1 Engineering / Design:	<u>Completed</u>	<u>Completed</u>
4.2 Bid Advertisement:	<u>06 / 16 / 99</u>	<u>07 / 01 / 99</u>
4.3 Construction:	<u>08 / 02 / 99</u>	<u>10 / 01 / 99</u>

* Failure to meet project schedule may result in termination of agreement for approved projects. Modification of dates must be approved in writing by the Commission once the Project Agreement has been executed. Dates should assume project agreement approval/release on July 1st. of the Program Year applied for.

5.0 APPLICANT INFORMATION:

5.1 CHIEF EXECUTIVE

OFFICER

Bernard E. Boraten

TITLE

Village Manager

STREET

Village of Amberley Village

7149 Ridge Road

CITY / ZIP

Village of Amberley Village, Ohio 45237

PHONE

(513) 531 - 8675

FAX

(513) 531 - 8154

5.2 CHIEF FINANCIAL

OFFICER

Bernard E. Boraten

TITLE

Village Manager

STREET

Village of Amberley Village

7149 Ridge Road

CITY / ZIP

Village of Amberley Village, Ohio 45237

PHONE

(513) 531 - 8675

FAX

(513) 531 - 8154

5.3 PROJECT MANAGER

TITLE

John L. Eisenmann, P.E., P.S.

STREET

Village Engineer

CDS Associates, Inc.

11120 Kenwood Road

CITY / ZIP

Cincinnati, Ohio 45242

PHONE

(513) 791 - 1700

FAX

(513) 791 - 1936

6.0 ATTACHMENTS / COMPLETENESS REVIEW:

Check each section below, confirming that all required information is included in this application.

- X A certified copy of the legislation by the governing body of the applicant authorizing a designated official to submit this application and execute contracts. (Attach)
- X A summary from the applicant's Chief Financial Officer listing all local share funds budgeted for the project and the date they are anticipated to be available. (Attach)
- X A registered professional engineer's estimate of projects useful life and cost estimate, as required in 164-1-14 and 164-1-16 of the Ohio Administrative Code. Estimates shall contain engineer's original seal and signature. (Attach)
- N/A A copy of the cooperation agreement(s) if this project involves more than one subdivision or district. (Attach)
- X Capital Improvements Report: (Required by 164 O.R.C. on standard form)
x A: Attached.
 B: Report/Update Filed with the Commission within the last twelve months.
- N/A Floodplain Management Permit: Required if project is in 100-year floodplain. See Instructions.
- X Supporting Documentation: Materials such as additional project description, photographs, economic impact (temporary and/or full-time jobs likely to be created as a result of the project), and other information to assist your district committee in ranking your project.

7.0 APPLICANT CERTIFICATION:

The undersigned certifies that: (1) he/she is legally authorized to request and accept financial assistance from the Ohio Public Works Commission; (2) that to the best of his/her knowledge and belief, all representations that are part of this application are true and correct; (3) that all official documents and commitments of the applicant that are part of this application have been duly authorized by the governing body of the applicant; and, (4) should the requested financial assistance be provided, that in the execution of this project, the applicant will comply with all assurances required by Ohio Law, including those involving minority business utilization, Buy Ohio, and prevailing wages.

IMPORTANT: Applicant certifies that physical construction on the project as defined in the application has NOT begun, and will not begin until a Project Agreement for this project has been executed with the Ohio Public Works Commission. Action to the contrary will result in termination of the agreement and withdrawal of Ohio Public Works Commission funding of the project.

Bernard E. Boraten, Village Manager

Certifying Representative (Type or Print Name and Title)

Bernard E Boraten 9/21/98

Signature / Date Signed

CDS Associates, Inc.

PROJECT SECTION ROAD CULVERT AT KNOLL ROAD
VILLAGE OF AMBERLEY VILLAGE, OHIO

DATE: 9/14/98
Project : 98008-10

SCIP

Item No.	Spec. No.	ITEM	Estimated Quantity	Unit of Measure	Unit Cost Total	Item Cost
1	202	REMOVE AND REPLACE EXISTING GUARDRAIL	250	LF	\$15.00	\$3,750.00
2	202	REMOVE EXISTING HEADWALLS	2	EA	\$1,000.00	\$2,000.00
3	202	REMOVE EXISTING 24" CLAY / CONCRETE PIPE	30	LF	\$40.00	\$1,200.00
4	202	PLUG AND ABANDON EXISTING 24" CLAY AND CONCRETE PIPE	1	LS	\$2,500.00	\$2,500.00
5	203	EXCAVATION FOR CHANNEL REGRAIDING AND TO INSTALL ROCK CHANNEL PROTECTION	20	CY	\$55.00	\$1,100.00
6	203	EMBANKMENT	300	CY	\$45.00	\$13,500.00
7	404	ASPHALT PAVEMENT	30	CY	\$75.00	\$2,250.00
8	601	ROCK CHANNEL PROTECTION, TYPE 'B' WITH FILTER FABRIC	22	CY	\$165.00	\$3,630.00
9	602	HW-2 (36") HEADWALL	1	EA	\$3,000.00	\$3,000.00
10	602	HW-4B (36") HEADWALL	1	EA	\$2,000.00	\$2,000.00
11	603	36" CONDUIT, TYPE B, 706.02, STREET RESTORATION AND REMOVAL OF EXISTING 24" PLASTIC PIPE	126	LF	\$190.00	\$23,940.00
12	604	MH-3 MANHOLE	1	EA	\$4,000.00	\$4,000.00
13	606	ANCHOR ASSEMBLY	4	EA	\$650.00	\$2,600.00
14	614	MAINTAINING TRAFFIC	1	LS	\$7,500.00	\$7,500.00
15	641	PAVEMENT MARKING	1	LS	\$750.00	\$750.00

CDS Associates, Inc.

PROJECT: SECTION ROAD CULVERT AT KNOLL ROAD
VILLAGE OF AMBERLEY VILLAGE, OHIO

DATE: 9/14/98
Project : 98008-10

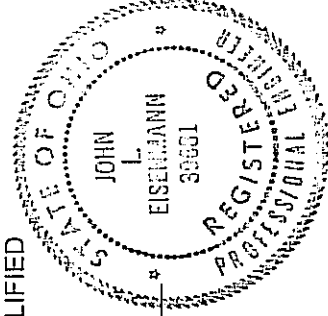
SCIP

Item No.	Spec. No.	ITEM	Estimated Quantity	Unit of Measure	Unit Cost Total	Item Cost
16	653	TOPSOIL FURNISHED AND PLACED	30	CY	\$40.00	\$1,200.00
17	659	SEED, FERTILIZED, AND MULCH	440	SY	\$2.00	\$880.00
18	SPL	TRASH RACK	1	EA	\$3,000.00	\$3,000.00
		SUB-TOTAL				\$78,800.00
		CONTINGENCIES AT 10% ±				\$7,880.00
		TOTAL ESTIMATED CONSTRUCTION COST				\$86,680.00

USEFUL LIFE: UPON SATISFACTORY COMPLETION OF THE WORK, THE USEFUL LIFE OF THE SECTION ROAD CULVERT IMPROVEMENTS WILL BE 50 YEARS FOR THE STORM SEWER.

THE OPINION OF CONSTRUCTION COST IS SUBJECT TO ADJUSTMENT UPON DETAILED CONSTRUCTION PLAN COMPLETION, AND CURRENT CONSTRUCTION COSTS. ACTUAL COST ARE SUBJECT TO ADJUSTMENT DUE TO CONSTRUCTION SCHEDULES AND BIDS BY QUALIFIED CONTRACTORS.

John L. Eisenmann
JOHN L. EISENMANN, P.E., P.S.
OHIO REGISTRATION #39681



THE VILLAGE OF

Amberley Village

BERNARD E. BORATEN
VILLAGE MANAGER
JOHN H. MONAHAN
POLICE/FIRE CHIEF
GEORGE C. KOENIG
TREASURER
STEPHEN COHEN
SOLICITOR

AMBERLEY VILLAGE COUNCIL:
MARIANNE PRESSMAN, MAYOR
ROBERT B. STEWART, VICE MAYOR
FRANCES COHEN
CHARLES S. KAMINE
MARK MUETHING
MELVIN SCHEAR
BARBARA J. STEINBERG

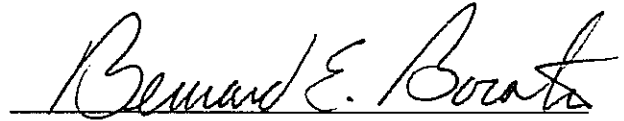
7149 RIDGE ROAD • CINCINNATI, OHIO 45237 • PHONE: (513) 531-8675

September 21, 1998

1999 SCIP Application
Certification of Local Funds

STATUS OF FUNDS

This is to certify that local funds to be used to finance awarded projects are now available. Attached for verification is a copy of the December 31, 1997 financial statement of the Village of Amberley Village.



Bernard E. Boraten
Village Manager

BEB/emd

PROJECT APPLICATION - MUNICIPAL ROAD FUND

INSTRUCTIONS: Use one form for each project.
Assign priority to projects.
The application cost estimate shall be prepared: By the Municipality's
Engineer or a Registered Engineer of the Municipality's choosing.
Submit before August 7.

- (1) Municipality Village of Amberley Village
- (2) Road Name Section Road
- (3) Project Limits Culvert on Section Road at Knoll Road
- (4) Project Priority (2) 1999
- (5) Present Roadway Data:
- | | | |
|---------------------------------|--------------------------------------|--------------------------------|
| (a) Pav't. Width <u>25'</u> | (b) R/W Width <u>50'</u> | (c) Curb Type <u>N/A</u> |
| (d) Type Surface <u>Asphalt</u> | (e) Type Base <u>Gravel</u> | (f) Shldr. Type <u>Asphalt</u> |
| (g) Shldr. Width <u>1'</u> | (h) Year Last Resurfaced <u>1985</u> | |
- (6) Present condition of project area: List deficiencies and reasons for improvement.
The culvert has collapsed, causing severe flooding of roadway during heavy rainfalls.
- (7) Project description or statement of work to be done: Include width and type of new pavement and other project particulars.
Replace failed culvert. Install new guardrail and overlay pavement area over culvert 27' wide with 2" of 404.
- (8) Traffic Data: (a) Present Volume 9,400 VPD (b) Date of Count 1995
- (9) Cost Estimate:
When engineering plans are necessary, list the following costs:
- | | |
|---|---------------------|
| (a) Preparation of preliminary plans & estimates, etc. | \$ <u>0.00</u> |
| (b) Preparation of final plans & estimates, etc. | \$ <u>3,500.00</u> |
| Construction Cost Estimate (1) | \$ <u>86,680.00</u> |
| Other Costs (specify) | \$ <u>—</u> |
| Total Project Cost for which application to MRF is made | \$ <u>20,836.00</u> |
- (10) Estimated date construction can be started after approval 4 months
- (11) Estimated date construction can be started if not funded 100% from Municipal Road Fund
No local funds available.
- (12) Cost Estimate Prepared By: John L. Eisenmann, P.E., P.S. Date: 8/03/98
- (13) Application Prepared By: CDS Associates, Inc. Date: 8/03/98
- 1) Application for MRF construction dollars is being made as the 20% local match for a Program Year 1999 SCIP funding application.

To: The Council of Amberley Village: We hereby, . . . a statement of financial conditions of the Village by fund as disclosed by our records at the close of business, December 31, 1997.

[illegible]

1 PASSED: 9/14/98
BY:

RESOLUTION NO: 1998- 43

RESOLUTION AUTHORIZING THE VILLAGE MANAGER, TO SUBMIT AN APPLICATION TO, AND TO ENTER INTO A CONTRACT WITH THE OHIO PUBLIC WORKS COMMISSION FOR STATE CAPITAL IMPROVEMENT PROGRAM FUNDS

BE IT RESOLVED BY THE COUNCIL OF AMBERLEY VILLAGE, STATE OF OHIO, Six (6) members elected thereto concurring,

SECTION 1: That the Village Manager be, and he hereby is, authorized to submit to the Ohio Public Works Commission an application for 1999 State Capital Improvement Program, Round 13 funding for the following project:

1. Galbraith Road (Arborcrest Drive to Deer Park Corporation Line) - repair of failed base and surface pavement areas, overlay 30' wide with 3" 404/402, total curb replacement, replace existing catch basins and install additional catch basins to improve drainage, install raised pavement markers with new pavement markings.
2. Culvert under Section Road at Knoll Road - replace failed culvert and install new guardrail and overlay pavement area over culvert 27' wide with 2" of 404.

SECTION 2: The Village Manager is further authorized to enter into a contract with the Ohio Public Works Commission for the funding of the aforesaid project should State Capital Improvement Program funding be provided for the project.


SECTION 3: This Resolution shall take effect and be in force from and after the earliest period allowed by law.

Passed this 14th day of September, 1998.




Mayor Marianne Pressman, Esq.

ATTEST:




Evelyn Dumont, Clerk of Council

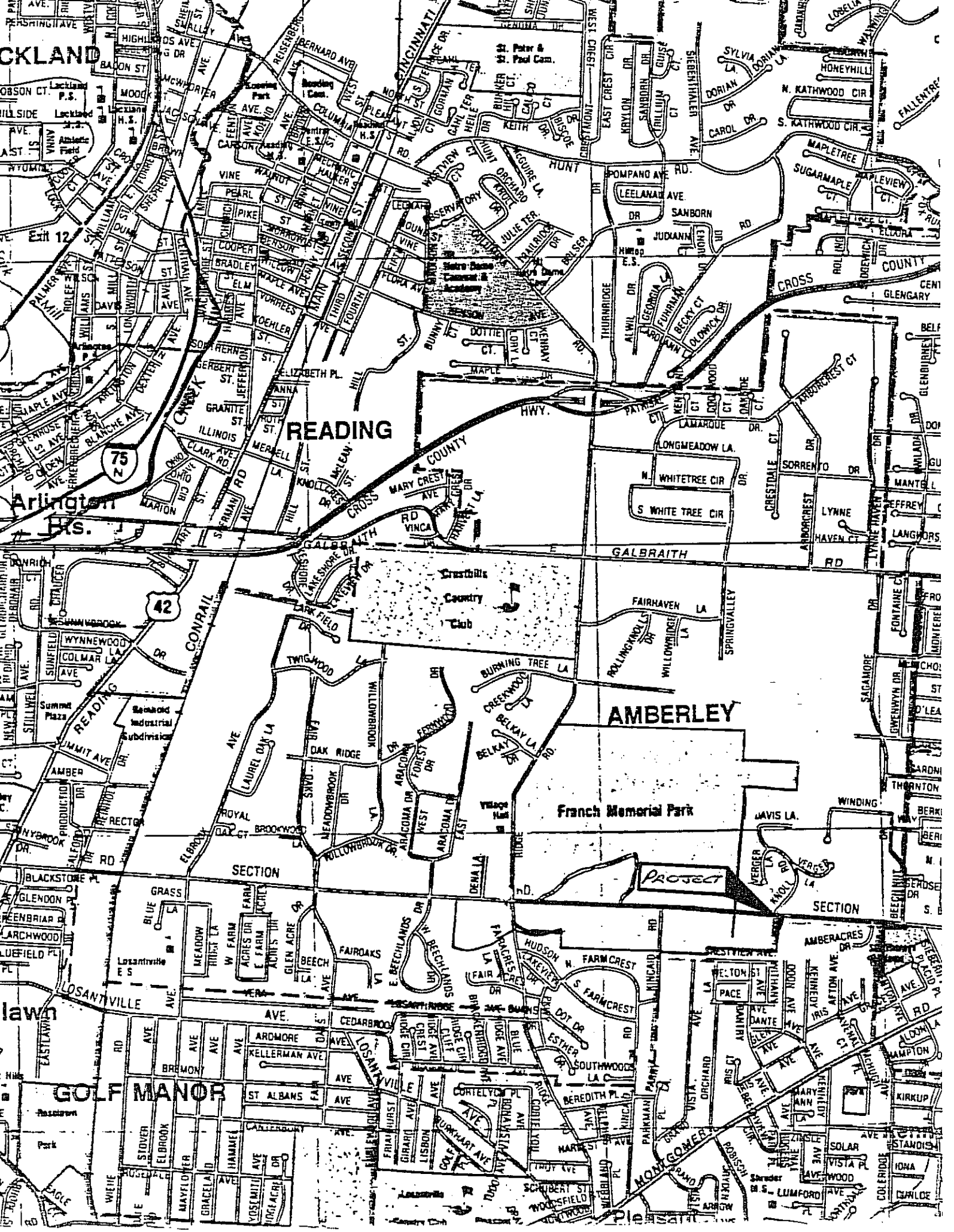
I, Clerk of Council of the Village of Amberley Village, Ohio, certify that on the 21st day of September, 1998, the foregoing Resolution was published pursuant to Article IX of the Home Rule Charter by posting true copies of said Resolution at all the places of public notice as designated by Sec. 31.04 (B), Code of Ordinances.



Evelyn Dumont, Clerk of Council

I, Clerk of Council of the Village of Amberley Village, Ohio, certify that the attached is taken and copied from the original RESOLUTION 1998 - 43, RESOLUTION AUTHORIZING THE VILLAGE MANAGER TO SUBMIT AN APPLICATION TO, AND TO ENTER INTO A CONTRACT WITH THE OHIO PUBLIC WORKS COMMISSION FOR STATE CAPITAL IMPROVEMENT PROGRAM FUNDS, passed the 14th day of September, 1998.

 9/21/98
Evelyn Dumont, Date
Clerk of Council



Amberley Village, Ohio
Section Rd. 1000' W. of Ridge

CDS Associates, Inc.
11120 Kenwood Rd.
Cincinnati, Ohio 45242

Site Code : 000000100011
Start Date: 07/25/95
File I.D. : 9500E06A
Page : 1

Street name : Section Rd. Cross street: Ridge Rd..

EB-WB

Begin Time	Tues. 07/25	WB	EB	Combined Total	Each * Equals 25 Vehicles
12:00	07/25	14	26	40	23
01:00		9	16	25	*
02:00		14	10	24	*
03:00		7	7	14	*
04:00		14	9	23	*
05:00		49	25	74	***
06:00		200	102	302	*****
07:00		384	204	588	*****
08:00		315	267	582	*****
09:00		297	257	554	*****
10:00		215	261	476	*****
11:00		265	280	545	*****
12:00 pm		352	341	693	*****
01:00		306	255	561	*****
02:00		314	273	587	*****
03:00		292	388	680	*****
04:00		319	390	709	*****
05:00		345	472	817	*****
06:00		318	303	621	*****
07:00		214	212	426	*****
08:00		243	174	417	*****
09:00		185	134	319	*****
10:00		123	89	212	*****
11:00		39	79	118	*****
Totals		4833	4574	9407	
AM Peaks	07:00	11:00	04:00		
	384	280	817		
PM Peaks	12:00	05:00	06:00		
	352	472	588		

This is to certify that the attached documentation regarding 24-hour traffic volume has been obtained by an actual mechanical count taken at the location and date noted on the traffic count printout.

John L. Roseman

9/23/98

ADDITIONAL SUPPORT INFORMATION

For Program Year 1999 (July 1, 1999 through June 30, 2000), jurisdictions shall provide the following support information to help determine which projects will be funded. Information on this form must be accurate, and where called for, based on sound engineering principles. Documentation to substantiate the individual items may be required by the Support Staff if information does not appear to be accurate.

- 1) What is the condition of the existing infrastructure to be replaced, repaired, or expanded? For bridges, submit a copy of the current State Form BR-86.

Closed	_____	Poor	<u>X</u>
Fair	_____	Good	_____

Give a brief statement of the nature of the deficiency of the present facility such as: inadequate load capacity (bridge); surface type and width; number of lanes; structural condition; substandard design elements such as berm width, grades, curves, sight distances, drainage structures, or inadequate service capacity. If known, give the approximate age of the infrastructure to be replaced, repaired, or expanded.

The 24" diameter culvert at Knoll Road has failed and is non-functional. A temporary culvert has been installed to maintain minor flows.

- 2) If State Capital Improvement Program funds are awarded, how soon (in weeks or months) after receiving the Project Agreement from OPWC (tentatively set for July 1, 1999) would the project be under contract? The Support Staff will be reviewing status reports of previous projects to help judge the accuracy of a particular jurisdiction's anticipated project schedule.

3 weeks months (Circle one)

Are preliminary plans or engineering completed?

Yes No

Are detailed construction plans completed?

Yes No

Are all right-of-way and easements acquired? *

Yes No N/A

* Please answer the following if applicable:

No. of parcels needed for project: 2 of these, how many are Takes 0,
Temporary 0, Permanent 2.

On a separate sheet, explain the status of the ROW acquisition process of this project for any parcels not yet acquired. *Legal descriptions are being prepared for the two storm sewer easements. Preliminary discussions have been held with the property owners. Negotiations and acquisition will begin in January of 1999.*

Are all utility coordinations completed

Yes No N/A

Give an estimate of time, in weeks or months, to complete any item above not yet completed.

3 weeks months

- 3) How will the proposed project impact the general health, safety and welfare of the service area? (Typical examples may include the effects of the completed project on accident rates, emergency response time, fire protection, health hazards, user benefits, commerce and highway capacity.) Please be specific and provide documentation if necessary to substantiate the data.

The culvert near Knoll Road has failed and a temporary replacement is in place. The road floods during heavy rains, which hinders emergency responses. Replacement will provide improved serviceability and safety to the public.

- 4) What type of funds are to be utilized for the local share for this project?

Federal _____ ODOT _____ Local _____
MRF _____ X _____ OWDA _____ CDBG _____
Other _____

NOTE: If MRF funds are being used for the local share, the MRF application must have been filed by August 7, 1998, for this project with the Hamilton County Engineer's Office. (See attached MRF application)

The minimum amount of matching funds for grant projects (local share) must be at least 10% of the TOTAL CONSTRUCTION COST. What percentage of matching funds are being committed to this project?

20%

- 5) Has any formal action by a federal, state, or local government agency resulted in a complete or partial ban of the use or expansion of use for the involved infrastructure? (Typical examples include weight limits, truck restrictions, and moratoriums or limitations on issuance of building permits.) A copy of the legislation must be submitted with the application. THE BAN MUST HAVE AN ENGINEERING JUSTIFICATION TO BE VALID.

Complete Ban _____ Partial Ban _____ No Ban _____ X _____

Will the ban be removed after the project is completed?

Yes _____ No _____

- 6) What is the total number of existing users that will benefit as a result of the proposed project?

11,280

For roads and bridges, multiply current documented Average Daily Traffic by 1.20. For public transit, submit documentation substantiating the count. Where the facility currently has any restrictions or is partially closed, use documented traffic counts prior to the restriction. For storm sewers, sanitary sewers, water lines, and other related facilities, multiply the number of households in the service area by 4. NOTE:

- 7) Has the jurisdiction developed a Five Year Capital Improvement Plan as required in O.R.C., Chapter 164?

Yes X

No _____

- 8) Give a brief statement concerning the regional significance of the infrastructure to be replaced, repaired, or expanded.

Section Road is an arterial route connecting Summit, Reading, Ridge and Montgomery Roads, serving Springfield Township, Golf Manor, Amberley Village, Silverton and the City of Cincinnati. Primary access to French Park, a regional City of Cincinnati Park facility is located within the project limits.

- 9) For expansion projects, please provide the existing and proposed Level of Service (LOS) of the facility using the methodology outlined within AASHTO's "Geometric Design of Highways and Streets" and the 1985 Highway Capacity Manual.

Existing LOS _____

Proposed LOS _____

If the proposed LOS is not "C" or better, explain why LOS "C" cannot be achieved. (Attach separate sheets if necessary.)

No expansion is proposed.

SCIP/LTIP PROGRAM
ROUND 13 - PROGRAM YEAR 1999
PROJECT SELECTION CRITERIA
JULY 1, 1999 TO JUNE 30, 2000

JURISDICTION/AGENCY: Amberly Village
NAME OF PROJECT: Section 88 Culvert
PRELIMINARY SCORE FOR THIS PROJECT: 40
FINAL SCORE FOR THIS PROJECT: 40
RATING TEAM: 4

- 1) If SCIP/LTIP funds are granted, when would the construction contract be awarded? (See Addendum for definition of delinquency) | 5 POINTS
- 5 Points - Will be under contract by end of 1999 and no delinquent projects in Rounds 10 & 11.
- 3 Points - Will be under contract by March 30, 2000 and/or Jurisdiction has had one delinquent project in Rounds 10 & 11.
- 0 Points - Will not be under contract by March 30, 2000 and/or Jurisdiction has had more than one delinquent project in Rounds 10 & 11.
- 2) What is the physical condition of the existing infrastructure to be replaced or repaired? (See Addendum for definitions) | 25
- 25 Points - Failed
- 23 Points - Critical
- 20 Points - Very Poor
- 17 Points - Poor
- 15 Points - Moderately Poor
- 10 Points - Moderately Fair
- 5 Points - Fair Condition
- 0 Points - Good or Better

NOTE: If the infrastructure is in "good" or better condition, it will NOT be considered for SCIP/LTIP funding unless it is an expansion Project that will improve serviceability.

3) If the project is built, what will be its effect on the facility's serviceability? Documentation is required.

- 5 Points - Project design is for future demand.
4 Points - Project design is for partial future demand.
3 Points - Project design is for current demand.
2 Points - Project design is for minimal increase in capacity.
1 Point - Project design is for no increase in capacity.

3

4) How important is the project to HEALTH, SAFETY, AND WELFARE of the Public and the citizens of the District and/or service area? (See Addendum for definitions)

- 10 Points - Highly significant importance, with substantial impact on all 3 factors.
8 Points - Considerably significant importance, with substantial impact on 2 factors, or noticeable impact on all 3 factors.
6 Points - Moderate importance, with substantial impact on 1 factor or noticeable impact on 2 factors.
4 Points - Minimal importance, with noticeable impact on 1 factor
2 Points - No measurable impact

4

Safety

5) What is the overall economic health of the jurisdiction?

- 10 Points
8 Points
6 Points
4 Points
2 Points

2

6) What matching funds are being committed to the project, expressed as a percentage of the TOTAL CONSTRUCTION COST? Loan and Credit Enhancement projects automatically receive 5 points, and no match is required; however, up to 5 additional points will be awarded according to the Loan & Credit Enhancement scale as stated below. All grant-funded projects require a minimum of 10% matching funds. Points will be awarded according to the following schedule:

Projects below \$1,000,000

- 10 Pts - 50% or more
8 Pts - 40% to 49.99%
~~6 Pts - 30% to 39.99%~~
4 Pts - 20% to 29.99%
2 Pts - 10% to 19.99%

20%

Projects \$1M to \$2M

- 10 Pts - 60% or more
8 Pts - 50% to 59.99%
6 Pts - 40% to 49.99%
4 Pts - 30% to 39.99%
2 Pts - 20% to 29.99%
0 Pts - 10% to 19.99%

Projects above \$2M

- 10 Pts - 70% or more
8 Pts - 60% to 69.99%
6 Pts - 50% to 59.99%
4 Pts - 40% to 49.99%
2 Pts - 30% to 39.99%
0 Pts - 10% to 29.99%

Loans & Credit Enhancements

- 5 Pts - 50% or more
4 Pts - 40% to 49.99%
3 Pts - 30% to 39.99%
2 Pts - 20% to 29.99%
1 Pt - 10% to 19.99%

4

13

- 7) Has any formal action by a federal, state, or local government agency resulted in a partial or complete ban of the usage or expansion of the usage for the involved infrastructure? POINTS MAY ONLY BE AWARDED IF THE END RESULT OF THE PROJECT WILL CAUSE THE BAN TO BE LIFTED.

5 Points - Complete ban
3 Points - Partial ban
0 Points - No ban of any kind

0

- 8) What is the total number of existing daily users that will benefit as a result of the proposed project? Appropriate criteria include current traffic counts, households served, when converted to a measurement of persons. Public transit users are permitted to be counted for the roads and bridges, but only when certifiable ridership figures are provided.

5 Points - 16,000 or more
4 Points - 12,000 to 15,999
3 Points - 8,000 to 11,999
2 Points - 4,000 to 7,999
1 Point - 3,999 and under

H280

*SEWER
USER only?*

~~4~~ 3

1

- 9) Does the infrastructure have regional impact? Consider originations and destinations of traffic, functional classifications, size of service area, number of jurisdictions served, etc. (See Addendum for definitions)

5 Points - Major impact
4 Points -
3 Points - Moderate impact
2 Points -
1 Point - Minimal or no impact

1

- 10) Has the jurisdiction enacted the optional \$5 license plate fee, an infrastructure levy, a user fee, or a dedicated tax for infrastructure and provided certification of which fees have been enacted?

5 Points - Two of the above
3 Points - One of the above
0 Points - None of the above

3

ADDENDUM TO THE RATING SYSTEM

DEFINITIONS/CLARIFICATIONS

Criterion 1 - ABILITY TO PROCEED

The Support Staff will assign points based on engineering experience and OPWC defined delinquent projects. A project will be considered delinquent when any of the following occurs: 1) A letter is sent from the OPWC to the affected jurisdiction stating that the project has not moved in accordance with the time frame listed on the application (copies are sent to the District); or 2) no time extension has been granted by the OPWC; or 3) A jurisdiction receiving approval for a project subsequently terminates the same after the bid date on the application. The OPWC sends a letter to a jurisdiction which announces that its' project is going to be terminated when the project is sixty (60) days beyond the bid date shown on the original application and a time extension for the project has not previously been requested or has been denied.

Criterion 2 - CONDITION

Condition is based on the amount of deterioration that is *field verified* or documented exclusive of capacity, serviceability, or health, safety and welfare issues. Condition is rated only on the existing facility being repaired or abandoned. If the existing facility is not being abandoned or repaired, but a new facility is being built, it shall be considered as an expansion project. (Documentation may include ODOT BR-86 reports, pavement management condition reports, televised underground system reports, age inventory reports, maintenance records, etc., and will only be considered if included with the original application.)

Definitions:

FAILED CONDITION - Requires complete reconstruction where no part of the existing facility is salvageable. (E.g. Roads: complete reconstruction of roadway, curbs and base; Bridges: no part of the bridge can be salvaged; Underground: removal and replacement of an underground drainage or water system; Hydrants: completely non-functioning and replacement parts are unavailable.)

CRITICAL CONDITION - Requires moderate or partial reconstruction to maintain integrity. (E.g. Roads: reconstruction of roadway, curbs can be saved; Bridges: only the substructure can be salvaged with modifications; Underground: removal and replacement of part of an underground drainage or water system; Hydrants: some non-functioning, others obsolete and replacement parts are unavailable.)

VERY POOR CONDITION - Requires extensive rehabilitation to maintain integrity. (E.g. Roads: extensive full depth, partial depth and curb repair of a roadway with a structural overlay; Bridges: substructure and superstructure can be salvaged with extensive repairs; Underground: repair of joints and/or minor replacement of pipe sections; Hydrants: non-functioning and replacement parts are available.)

POOR CONDITION - Requires standard rehabilitation to maintain integrity. (E.g. Roads: moderate full depth, partial depth and curb repair to a roadway with no structural overlay needed or structural overlay with minor repairs to a roadway needed; Bridges: deck cannot be salvaged, substructure and superstructure need repair; Underground: insituform or other in ground repairs; Hydrants: functional, but leaking and replacement parts are unavailable.)

MODERATELY POOR CONDITION - Requires minor rehabilitation to maintain integrity. (E.g. Roads: minor full depth, partial depth or curb repairs to a roadway with either a thin overlay or no overlay needed; Bridges: deck can be salvaged with repairs and overlay; Hydrants: functional and replacement parts are available.)

MODERATELY FAIR CONDITION - Requires extensive maintenance to maintain integrity. (E.g. Roads: thin or no overlay with extensive crack sealing, minor partial depth and/or slurry or rejuvenation; Bridges: __deck rehabilitation required, overlay not required.)

FAIR CONDITION - Requires routine maintenance to maintain integrity. (e.g. Roads: slurry seal, rejuvenation or routine crack sealing to the roadway; Bridges: minor rehabilitation required.)

GOOD OR BETTER CONDITION - Little or no maintenance required to maintain integrity; __Bridges: no work required.

Criterion 4 - HEALTH, SAFETY & WELFARE

Definitions:

SAFETY - The design of the project will prevent accidents, promote safer conditions, and eliminate or reduce the danger of risk, liability, or injury.

EXAMPLES: Widening existing roadway lanes to standard lane widths; Adding lanes to a roadway or bridge to increase capacity or alleviate congestion; replacing old or non-functioning hydrants; increasing capacity to a water system, etc.

HEALTH - The design of the project will improve the overall condition of the facility so as to reduce or eliminate disease; or correct concerns regarding the environmental health of the area.

EXAMPLES: Improving or adding storm drainage or sanitary facilities; replacing lead joints in water lines;

WELFARE - The design of the project will promote economic well-being and prosperity.

EXAMPLES: Project has the potential to improve business expansions or opportunities in the area; project will improve the quality of life in the area;

PLEASE NOTE: The examples listed above are NOT a complete list, but only a small sampling of situations that may be relevant to any given project. Each project is looked at on an individual basis to determine if any aspects of this rating category apply, and if so, to what severity level (minor or significant).

The severity and extent of the problem, as it relates to Health, Safety and Welfare, MUST be fully detailed by the applicant and apparent to the rating team. The Support Staff will not attempt to determine these issues on its own.

Without such detail the jurisdiction should expect a lower rating than the project may deserve.

Criterion 9 - *REGIONAL IMPACT*

Definitions:

MAJOR IMPACT - Roads: major multi-jurisdictional route, primary feed to an interstate, Federal Aid Primary routes; Underground: primary water or sewer main serving and entire system; Hydrants: multi-jurisdictional.

MODERATE IMPACT - Roads: principal thoroughfares, Federal Aid Urban routes; Underground: primary water or sewer main serving only part of a system; Hydrants: all hydrants in a local system serving only one jurisdiction.

MINIMAL/NO IMPACT - Roads: cul-de-sacs, subdivision streets; Underground: individual water or sewer main not part of a large system; Hydrants: only some hydrants in a local system serving only one jurisdiction.